

GOVERNOR
WORTHY TRU

UASIN GISHU RAILWAY

1920

4th JULY

Reports interview with Macdonald, Norton Griffiths' engineer (Gailley), Couper and Helm. They unanimously strongly recommend for reasons stated adoption of Mau route. Strongly recommends adoption and requests early authority to proceed with survey.

Last previous Paper,

60/31321
Will all to Gov Macdonald, Norton Griffiths' engineer (Gailley), Couper and Helm. They unanimously strongly recommend for reasons stated adoption of Mau route. Strongly recommends adoption and requests early authority to proceed with survey.

See above.

Mr. Dyball is having this copied for Thursday's meeting of the S. D. C.

I expect that I have not been able to collect all the material.

but the Mau route is shown on the map in 1914/15 (photo taken) plan is very a little less than was suggested.

handwritten note

Since in 1914/15 plan the

main road at 14.90, with

curving to the 40 miles, on the

the length of the line is 50 miles

to that value (1800) 500

Next subsequent Page,

60/33044

£ 2000, 000, or one £20,000 a mile.

Have not seen any other fossils
apart from the shell fossils, and
perhaps the fossils are the

easy.

As regards railway distances:-

Nottingham - Bedale - Poi = 137 miles.

Nottingham - Ham - Poi = 149 miles.

A note being prepared. So far as

I can make out, the Ham link route

is a watered line, probably without

any land acquisitions, though!

Remember that large Engain's

account of the construction of

the railway had much to do with

the Ham route being selected

than Sir C. Murray suggested it.

Another thing was that the

line, by being a future route

would be very useful to the

Government by the

... 250 private investments.

6/1/70
at ...
above
48
5/10/70

TELEGRAM

From the Governor of the East Africa Protectorate to the Secretary of State for the Colonies.

Dated 4th July

(Received Colonial Office 4.22 p.m. 5th July 1920)

July 4th Uasin Gishu Plateau Railway.

Para N^o 1 Today interviewed Macdonald Norton Griffiths Engineer Gailey Couper and Helms Chairman Economic Survey Committee. They unanimously strongly recommend adoption of route from Mau for the following reasons (One) effect saving of 40 miles or 20 per cent (Two) effect saving of 54 per cent earthworks (Three) effect saving of 92 per cent iron bridge works which mostly occurs in Eldama Forest (Four) rough estimate £2,000,000 () £1,000,000 cheaper than Nakuru route (Five) time required for construction 2 years less than Nakuru route.

Para N^o 2 Mau summit route does not run through unproductive land as supposed in discussions Colonial Office.

Para N^o 3 Estimate provides for steel sleepers but steel sleepers will be required in any case for relaying main line with heavier rails already purchased before new construction can be commenced and old rails with their sleepers will then be available for whole distance to Sont.

Para N^o 4 Half of the £1,000,000 saved will enable construction of branch line over easier country Nakuru to productive lower Mole Valley say 40 miles in a far more serviceable manner than the first section of surveyed Nakuru Mumias line strongly recommend this should be done.

Para N^o 5 Detailed survey in any case necessary survey of route therefore quicker and easier.

Strongly recommend adoption of Mau route would be glad authority to proceed with survey as soon as possible

TELEGRAM 80

ISSUED FROM CHIEF CABLE STATION, INTERNATIONAL HOUSE, 11, RABBIT SQUARE, LONDON, ENGLAND.
REPLIES SHOULD BE ORDERED

via cable



C
307

PRIORITY

ESAI9 E NAIROBI 176 HG 5 GVT =

PRIORITY CHAPELRIES LN =

JEDDINGAKE UASIN GISHU PLATEAU RAILWAY

para No. 1

WERNER TODAY INTERVIEWED MACDONALD

NORTON GRIFFITHS ENGINEER GAILY COVER AND

NOLAN CHAIRMAN ECONOMIC SURVEY COMMITTEE

SILVERWOOD TREY TERESINTH RASINET ACCLASSIBUS

ROUTE FROM MAU REPELUS ONE ROMANTIC

TELEGRAM 81

ISSUED FROM CABLE NUMBER 211000 MORSE, HISSBURY PAYE

REPLIES SHOULD BE ORDERED

Is a good idea to have replies



4 miles

10 per cent

affect saving

MIENIGAT OR PABLBOARD TWO ROMANTIC

10 per cent

YOPEDINGO EARTHWORKS THREE ROMANTIC

affect saving of

12 per cent

YORALONTH BOLORENTO WHICH MOSTLY OUTPOSTIC

iron bridge works

occur in

EL DAMA FOREST FOUR ENGANHIS PIRTEA

rough estimate 2000000

£1,000,000

PINT STOP CHEAPER THAN NAKURU ROUTE FIVE

time required for

SUMMARY OF CONSTRUCTION TRUNCATED LANGUAGED

2 years

less time

NAKURU ROUTE SILVEROOD PASANSON NAK SUMMIT

Para Road

ROUTE SILVEROOD RUN THROUGH THAN ENHIF

does not

improvement

LAND AS SUPPOSED IN DISCUSSIONS CHOLONA

TELEGRAM

ISSUED FROM CHIEF CABLE STATION, ELECTRA HOUSE, FINSBURY PARKWAY

RETTLES SHOULD BE ORDERED

12a
1911
Chatter

82

Par No 1

provides for

SILVEROOD PARANELLE ESTIMATE PROSPHYTS

STEEL SLEEPERS BUT STEEL SLEEPERS

will be required in any case
RESULTABLE CONVICTION FOR RELAYING LAYERUP *main line*

WITH HEAVIER RAILS ALREADY PURCHASED

BEFORE CONCRETELY EQUIPAGU AND

OLD RAILS TRACKDOWN SLEEPERS TOWNPIECE

available for
WHOLE DISTANCE TO SOUT

SILVEROOD REAGANED HALF OFFEROR PINT STOU

with
SAVED *with* CONVEYORAL TUBEN LINE OVER

RAM

83

ISSUED FROM CHIEF CLERK U.S. HOUSE OF REPRESENTATIVES
REPLIES SHOULD BE ORDERED
W. G. Houston

EASIER COUNTRY RANGED TO PRODUCTIVE LOWER

WOLD VALLEY SAY NORTHERN INDIAN RAN MORE

SERVICABLE TRANSLATION MANNER THAN THE FIRST ROYALIZING

SURVEYED NUMBER INDIAN LINE RABBIT

THIS SHOULD BE DONE SILVER PARANAS DETAILED

SURVEY NECESSARY SURVEY OF MAU

ROUTE THEFORE QUICKER AND EASIER

SILVER STRONG ADAPTION OF MAU

ROUTE ASSISTING MAU

MAU MAU MAU

32977 S.A.P.

Sent 7³⁰
at 6/1/20

DRAFT. Code Tel.
raytel line
forward
Nairobi

Your telegram to
unheard

July, thank you

MINUTE

Amount
33394

Railway. Is your

figure of £2,000,000

for railway, paid to

Soy or more to

Reply required by Thursday

morning.

W. L. ...

- F. ...
- G. ...
- H. ...
- I. ...
- J. ...
- K. ...
- L. ...
- M. ...
- N. ...
- O. ...
- P. ...
- Q. ...
- R. ...
- S. ...
- T. ...
- U. ...
- V. ...
- W. ...
- X. ...
- Y. ...
- Z. ...

6 July

Whites to W. L. ...

History of the - Society, they should first
to the miles away in length of 2000 feet
and wide in the length 200 miles -
the distance from the -
200 miles

I give the up: it is considered that
they have making detached layers &
where extent of rolling stone in the
believe that these are caused by the
drinking, but in cases like to
also the water of the Thomas's valley.

George C. in a day, we think
in those are said for the valley.

Ch. 29

After a period of the -
had the -
to the valley in the valley
is the first part of the -
in the valley. The -
to the valley in the valley
by all the valley in the valley
to the valley in the valley
(Ch. 29)

Ch. 29

Dr. R. P. ...
of the valley in the valley
to the valley in the valley
to the valley in the valley
to the valley in the valley

Secretary of State for the Colonies.

Dated 7th July.

(Received Colonial Office 4.3 p.m. 7th July, 1930)

32977 No. 348. July 7th. Your telegram 6th July
figures refer to Man, Soy only.

NORTHERN

87

THE EASTERN TELEGRAPH COMPANY, LIMITED.

LONDON STATIONS

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ISSUED FROM
PARLIAMENT STREET, S.W.

7 JULY 1908

5 56

3. 4. 12

42
Clear the line
London
14
London

348
London
Boys
only
London

Northey

REPLIES SHOULD BE ORDERED *Via Eastern*

Replies should be ordered via Eastern. See Rule Book. The Eastern Telegraph Company is not responsible for the production of this paper.

883 990
Said 7/30 pm
88
YENT

The [unclear]
[unclear]
[unclear]

unheard

unheard

Your letter of 7 July

is ^{one} ^{of} ^{many} ^{that} ^{have} ^{been} ^{sent} ^{to} ^{me}

and ^{it} ^{is} ^{very} ^{kind} ^{of} ^{you} ^{to} ^{write} ^{me} ^{and} ^{ask} ^{me} ^{to} ^{write} ^{you} ^{back}

and ^{to} ^{write} ^{you} ^{back} ^{and} ^{ask} ^{me} ^{to} ^{write} ^{you} ^{back}

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DRAFT

Copy to [unclear]

Direct [unclear]

Governor

Minister

MINUTE

Mr. [unclear]

Mr.

Mr.

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

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Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Mr. [unclear]

Copy to [unclear] office

7/30/77
19 [unclear]
19 [unclear]
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Subs

63. Wabun - Wabun Wabun

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